



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, February 1, 2006 - 6:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Stephen Pieraldi	X	
(Vice-Chair) Peter Jalilie	X	
John Giuseponi	X	
Sol Weiner	X	
Doris Maez (due to illness)		X

Staff in Attendance:

Merrill Buck, Public Works Department
Frans Lind, Public Works Department
Scott Munns, Public Works Department
Marc Catalano, Police Department
Jennifer Shapona, Public Works Secretary

Public in Attendance:

None

2. APPROVAL OF MINUTES

Minutes were approved from the January 18, 2006 meeting. Motion to approve by Stephen Pieraldi, seconded by Peter Jalilie (M/Pieraldi, S/Jalilie: 4-0-0) Approved.

3. COMMUNICATIONS FROM CITY COUNCIL

None

4. OLD BUSINESS

None

5. NEW BUSINESS

A. Merrill Buck introduced Bill Cisco from Dowling Associates, who produced the Final Report entitled "San Bruno Avenue Traffic Operations and Safety", dated January 19, 2006. This report was sent to the Committee members for review. Dowling Associates have been performing traffic analysis at the intersection of San Bruno Avenue at Crestmoor Drive/Shelter Creek Lane. Merrill stated this intersection is one that has been routinely requested by residents to address by signaling it, but funding has been an issue in the past. Former City Traffic Engineer Raymond Chong has previously recommended prohibiting the "right turn on red" off of the southbound I-280 freeway off-ramp. The City wrote to Caltrans to request a "No Right Turn on Red" but it was prohibited due to the concern of stacking traffic, but Caltrans did state it would be supportive of interim STOP signs and signalization at the location. Merrill Buck stated that MTC offers an annual TETAP grant where a traffic engineer is funded to oversee projects as a resource for Cities that lack the staff or expertise for a specific project. The City submitted an application for a TETAP grant and was successful in receiving funding for this project. Dowling Associates was hired with this funding to review this intersection and submit their final report of findings.

Bill Cisco reviewed his findings from the report. A four way STOP sign would work, but may not be the most efficient choice. Signalization would require the addition of a left turn lane. This report is a preliminary analysis and the next step would be a micro simulation analysis, such as reviewing operational and signal timing, etc. Merrill Buck stated the next required step of analysis is being sent out to bid by the City at this time as a Request for Proposals from prospective firms to begin the design process, as well as an additional expansion of the technical review. This is the projected goal of the project. Bill Cisco stated that based on the scope approved through the MTC grant we were able to provide this report, but the City should go into more depth and a greater level of detail, as this report is from analysis performed last May.

Sol Weiner asked if there is another step needed before the signal is designed. Bill Cisco responded there is, as Caltrans requires the signal to be coordinated with their signals and the next phase of review will detail the benefits of the signal at this location. Thus the additional analysis will be required before the design phase can begin.

John Giuseponi asked about the time frame for the next step of analysis. Bill Cisco responded that the further analysis required would take about 8-12 weeks, not including the design phase.

Peter Jalilie stated he is pleased with the report and analysis that has been done to date both by City staff and Dowling Associates.

Merrill Buck stated the City is supportive of signaling this intersection. The immediate question is if the City should implement STOP signs at this intersection until the signalization is complete. The City staff recommends pursuing the installation of STOP signs and the 2005-06 CIP budget is funded with enough money to complete this. The Mayor sees this as a priority project.

Sol Weiner commented that the City Council has almost stated a pre-approval of this project.

Stephen Pieraldi stated that page 8 of the report from Dowling Associates states "Bike and Pedestrian Counts", and he feels the numbers are artificially skewed. This is a very dangerous artery, so very few people risk using it. He would like this noted in the report, as an explanation may assist in grant approval. He also requested that at the end of the report an outline of recommendations be listed with the items that need to be completed to advance to the design phase. Bill asked if a staff recommendation of outstanding items would be sufficient as a supplement to the report. Stephen Pieraldi agreed with this recommendation.

Scott Munns commented that at the next City Council meeting, the TSPC Committee is giving its annual report and City staff could give presenter Sol Weiner information to present to the City Council regarding this project and could identify the action taken at tonight's meeting. This issue could be brought before the City Council for approval in the form of a staff report as early as February 28, 2006.

Stephen Pieraldi requested that staff provide the necessary information to Sol Weiner for the annual report.

Motion to approve presentation to the City Council for an ALL-WAY STOP control by Stephen Pieraldi, seconded by John Giuseponi. (M/Pieraldi, S/Giuseponi: 4-0-0) Approved.

Merrill Buck stated the initial report done by Dowling Associates recommends a second signal study. This is a two-step process. Initially the City needs to complete the additional operations of the signal study and then this will dictate the future design of the signal.

Stephen Pieraldi asked if the City has funds for this second analysis. Merrill Buck responded that there are funds earmarked in the CIP budget to get the design process started. The construction phase has not been funded as of yet, but there are grants to be pursued for this.

John Giuseponi asked if construction will run around \$300,000 to \$400,000 for this project, and if so, doesn't the City want to have the funding set before going through the effort of this second report? Merrill Buck responded cost will probably be about \$300,000 and for Federal funding it is easier to obtain construction money and be fully completed with the design. City staff's preferred approach is to complete the design phase of a project and then go back to the City Council for construction.

Scott Munns stated the preference with the new guidelines on Federal funding made available for transportation projects is that the State wants to draw the money down and use it. The State faces one of the worst track records of spending Federal funds that have been made available for transportation improvement projects. Congress passed down to the States, which then passed down to MTC, that if cities don't use the money granted for projects within a certain time frame, they lose it, even with projects that are already funded. They will not lock up huge sums of money on the front end of projects that don't have an implementation schedule. Most projects must be designed and ready to construct within a two-year window. The signalization of this intersection will not compete well in any type of scoring process with other types of projects.

Scott Munns stated the consultant has looked at the worst possible scenarios, especially the fact that a State signal and a City signal that aren't coordinated could cause a backup onto the State's intersection. This is why an additional study is needed and this fact is driving the need for an additional left turn lane and the road widening by the video store and Livingston Terrace homes. The cost for this would be about \$1 million. If we go into a more detailed design analysis, it would clarify a design of stoplights within the existing road structure for \$300,000 versus \$1 million for the left turn lane and road widening. It would be easier to get funding for \$300,000. The City staff will be working with the State to see if they will work within the lesser of the worst-case scenarios. The City could be looking at a year or more just to get approval from Caltrans, especially if funding comes through Caltrans. This is why the additional study is important, so the City has an expanded scope of study of the intersection.

Stephen Pieraldi requested a rewrite of Item 5A, #3 from the agenda to state that the Committee is going to approve the request to enter into a professional engineering services contract for the design of the traffic signal at San Bruno Avenue and also to include the statement to specifically accomplish a refinement of the plan for a worst case scenario, a potential cost savings and total project development given the potential \$1 million development cost. The Committee would like to achieve a better design and have a solid plan that fits the new requirements discussed.

Motion to approve made by Stephen Pieraldi for the City staff request for additional engineering services with the addition of the goals stated, seconded by Peter Jalilie. (M/Pieraldi, S/Jalilie: 4-0-0) Approved.

6. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

7. REPORT ON ALL STAFF-LEVEL TRAFFIC RELATED ISSUES OR ACTIONS -

A. Merrill Buck stated the City was not awarded any grant money for the requested sidewalk gap project that had been reviewed at the November 30, 2005 joint meeting with the Bicycle and Pedestrian Safety Committee. The Committee acknowledged City staff's hard work on this request.

B. Sol Weiner asked if Merrill Buck had contacted the Committee member contact at the City of San Mateo on the speed bumps. Merrill Buck responded he had not.

C. John Giuseponi requested that staff look at the speed limit signs on Cunningham Way. One direction states the speed limit is 25 mph and the other direction states it is 30 mph. Frans Lind and Marc Catalano confirmed this would be reviewed.

D. John Giuseponi asked if the issue presented at the last meeting by a resident regarding the lighting of the stairwell to Skyline College at Moulton Drive had been reviewed. Frans Lind responded that a letter has been sent to Skyline College requesting action on this issue.

E. Merrill Buck announced he is leaving the City of San Bruno effective February 22. Stephen Pieraldi requested the TSPC annual report to City Council include an acknowledgment of Merrill's hard work and contributions to the City.

8. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES -

A. Bicycle and Pedestrian Safety Committee – no comments as Doris Maez was absent due to illness.

B. Caltrain Grade Separation Committee – John Giuseponi stated the CAC Committee was enthusiastic at the last meeting regarding proposed archway designs for City gateways near the new train station. Caltrain representative Ian McAvoy spoke at the meeting about funding issues and possible changes to the timing of the project. Scott Munns stated Caltrain reviewed their five-year horizon plan at the CAC meeting, stating there will be an increase in traffic volume over the five-year period and that the project construction could have an impact on train on-time performance. It was stated at the meeting that the construction of the Grade Separation in San Bruno may be moved from the original schedule of 2007 to as far out as 2010.

9. ADJOURNMENT –

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on March 1, 2006 at 6:00 p.m.

(M/Weiner, S/Jalilie): 4-0-0 - Approved. Meeting Adjourned, 6:50 pm.